

BY TELEGRAPH.

Heavy Fighting by Cox's Corps.
Gen. Cox Reinforced by Gen. Couch.
The Rebels Give up in Despair.
Sherman has Reached Fayetteville.
Sanitary Supplies at the Front.

FORTRESS MONROE, March 14.—The steamer Champion arrived here this morning from Wilmington on the 10th, bringing the first definite intelligence respecting Sherman and his forces. On the morning of the 11th scouts from Sherman reached Fayetteville, North Carolina, and were camped in its immediate vicinity, quietly resting preparatory to another march northward.

NEWBERRY, N. C., March 12.—Yesterday the enemy fell back across the Neuse river, after burning the bridge across that stream. It is also reported that the rebels burned the rail road at the same time, which was guarding the bridge. Timber is now being forwarded to rebuild the bridge. The rail road is completed to within a short distance of the river, opposite Kingston.

The enemy will not be able to remain in Kingston long, even if they decide to make another stand. The rebels are in such a state of despair that they are likely to come into our lines.

General Sherman has opened communication with the army from Fayetteville, and sends word that he is all right, and marching on. We expect to hear some gratifying news from him in a few days.

Dr. Page, of the Sanitary Commission, has sent a force with supplies to the front for the wounded. He has also collected a lot of killed and wounded, which will be sent on for publication.

Gen. Schofield spent the Sabbath at Newberry. Weather warm and pleasant.

New York, March 15.—The Herald's Newberry correspondent, dated March 14th, says that some of the heaviest fighting there has been since the corps, commanded by General Cox, reached the vicinity of Kingston, occurred on Friday.

The rebels had evidently learned that General Cox, with a portion of the 23d Corps, was not far off, and would soon join Cox, and it urged them to extraordinary desperation.

They charged again and again upon our works, making our army follow them. Generally they spent their fury upon the left, but some of the time they would charge upon the entire line, vainly hoping that the momentum of so large a body would break down everything.

Our men, however, stood their ground heroically, and the rebels were repulsed. The enemy also fought with valor worthy of a better cause.

Friday night and Saturday morning Couch's forces came up towards Wilmington, and effected a junction with Cox, which gave us an advantage, of course, of which the rebels were fully informed; so they at once began to fall back, abandoning all opposition on this side of the Neuse river, and they are now on the north side of the river, and the bridge that crosses over to Kingston partially burned.

The much talked of ram Neuse was also partially destroyed. Our forces followed them up vigorously, and will doubtless prepare to cross over the river at once by means of a pontoon bridge or by relaying new timbers over the old bridge for the cars to pass over.

We apprehend that there will be no difficulty now in driving the rebels back from any point where they may see fit to take a stand.

[Note.—This correspondent says Sherman has been heard from at Fayetteville, reporting all right. General Sherman, at Fayetteville, is the place undoubtedly.—Reporter.]

The Herald's Washington special says that a letter from Sherman, dated March 14th, Newberry, March 11, says: "The morning I have attempted to break our lines, but was repulsed with terrible slaughter."

Our own loss was more than 300 or 400 killed and wounded. The rebel loss is eight times greater. We have possession of the field, and the rebel dead and wounded are in our hands.

Sanitary supplies are abundant at the front. The Sanitary Commission has sent to Newberry one hundred thousand dollars worth of supplies, and is loading several more vessels for the same destination.

Newberry is to be made a depot for Sanitary supplies for the armies in North Carolina.

The Richmond papers show that the rebel Congress which was to adjourn last Saturday, says in its last session that it is postponed adjournment. He informed them that he expected to have something of importance to say before they adjourn.

It appears by later news that the defense of Fort Myers, Florida, by the Union Garrison was a very brave one and resulted in finally obliging the rebels to retreat.

There were various reports at City Point and Washington concerning Sheridan's movements. One says he has entered Grant's lines north and east of Richmond, while another says he kept on southward, just west of Richmond.

The Richmond Whig of the 13th says: "Though it is well known that there is a Yankee cavalry force raiding through some of the counties west of Richmond on the Central railroad, yet under advice of the War Department it is considered inexpedient to publish anything concerning their movements."

Our thanks are due to Mr. Woods, the attentive clerk of the Wren from Kentucky river for a dispatch.

The Wren, Capt. Sam Sanders, is now making three trips per week to Cedar Rock, Kentucky river. She starts to-morrow at 8 o'clock.

A large, heavily laden wharf with hay and grain, belonging to the Government was sunk during the high water at the upper landing, and it now lies on the shore, a stranded wreck.

CHANGED HANDS.—We learn that Capt. Durby, of Memphis, has purchased the fourth interest in the new steamer Irene, built at this port, and takes command of the boat.

The clipper packets Saint Nicholas and Saint Charles ascended the falls yesterday from New Albany, and were landed at the upper landing at Jeffersonville. They belong to the Ohio & Mississippi Transportation Co., who hold a meeting Saturday afternoon at the Merchants' Exchange, to organize and elect a board of directors.

The wharf was pretty well lined with steamers yesterday, but the shipments of freight were rather light.

The mailboat for Cincinnati and the East at noon to-day, the Gen. Lytle. She starts at noon, to be followed in the afternoon by the Maj. Anderson. The latter starts at 4 o'clock, providing commutaries for passengers.

The Mississippi at St. Louis, on Monday evening, was falling fast, with less than 14 feet water to Cairo. The Illinois was also falling, and the Upper Mississippi at a stand.

STEAMER LOUISA ON FIRE AND SCUTTLED. This steamer, bound down the Missouri to St. Louis, with a full cargo of coal, took fire in the hold, at South Point, on Saturday night at 10 o'clock, and had to be scuttled and sunk in seven feet of water.

The cause was made by a fire in the river trip, with new owners, and was recently improved. She was valued at some \$30,000. The Leonidas was due from St. Louis last night.

The Little Martin was to have left St. Louis Tuesday for the Ohio river.

The following order from Quartermaster General Meigs is of interest to steamboat clerks:

RIVER AND RAIL TRANSPORTATION, Feb. 15.—GENERAL ORDER NO. 2. On the subject of the transportation of goods and passengers by the Government, or being under charter, impressment or otherwise in Government service on the Mississippi River and its tributaries, will be required to keep a log or daily journal of all the movements and transactions of such boats—noting the day and hour of departure from different points, the distance moved, number of men, quantities of freight or animals transported, the points from and to which transportation is made, the time consumed in making the trip, in fuel, quantity taken, and where purchased, the price paid for the same, the hour and place of passing other boats, with all accidents and incidents of the trip, connected with the navigation; also, copies of all orders received, connected with the movement or management of the boat.

There were no apparent signs of a report a certified copy of the portage list, and expenditures on account of the boat for the month, under the general head of wages, stores, repairs, fuel, etc.; also, a general abstract summary of the amount of transportation performed during the month. This will be kept in a good, substantially-bound book, to be furnished by the Quartermaster having such boat in charge. At the end of each month duplicate copies of the same, certified by the clerks and captain of the boat, will be made and forwarded to this office, with his approval or disapproval of the same, in an envelope indorsed on the margin, "River and Rail Transportation, 4th Division." Until this order is complied with, the Quartermaster in charge of such boats will not pay the officers or charter money.

M. C. MEIGS, Quartermaster General, Brevet Maj. Gen.

IMPORTS BY THE RIVER.

CINCINNATI PER GEN. BUELL.—11 bags ram, 100 lbs. each; 50 lbs. each; 20 lbs. each; 10 lbs. each; 5 lbs. each; 2 lbs. each; 1 lb. each; 1/2 lb. each; 1/4 lb. each; 1/8 lb. each; 1/16 lb. each; 1/32 lb. each; 1/64 lb. each; 1/128 lb. each; 1/256 lb. each; 1/512 lb. each; 1/1024 lb. each; 1/2048 lb. each; 1/4096 lb. each; 1/8192 lb. each; 1/16384 lb. each; 1/32768 lb. each; 1/65536 lb. each; 1/131072 lb. each; 1/262144 lb. each; 1/524288 lb. each; 1/1048576 lb. each; 1/2097152 lb. each; 1/4194304 lb. each; 1/8388608 lb. each; 1/16777216 lb. each; 1/33554432 lb. each; 1/67108864 lb. each; 1/134217728 lb. each; 1/268435456 lb. each; 1/536870912 lb. each; 1/1073741824 lb. each; 1/2147483648 lb. each; 1/4294967296 lb. each; 1/8589934592 lb. each; 1/17179869184 lb. each; 1/34359738368 lb. each; 1/68719476736 lb. each; 1/137438953472 lb. each; 1/274877906944 lb. each; 1/549755813888 lb. each; 1/1099511627776 lb. each; 1/2199023255552 lb. each; 1/4398046511104 lb. each; 1/8796093022208 lb. each; 1/17592186044416 lb. each; 1/35184372088832 lb. each; 1/70368744177664 lb. each; 1/140737488355328 lb. each; 1/281474976710656 lb. each; 1/562949953421312 lb. each; 1/1125899906842624 lb. each; 1/2251799813685248 lb. each; 1/4503599627370496 lb. each; 1/9007199254740992 lb. each; 1/18014398509481984 lb. each; 1/36028797018963968 lb. each; 1/72057594037927936 lb. each; 1/144115188075855872 lb. each; 1/288230376151711744 lb. each; 1/576460752303423488 lb. each; 1/1152921504606846976 lb. each; 1/2305843009213693952 lb. each; 1/4611686018427387904 lb. each; 1/9223372036854775808 lb. each; 1/18446744073709551616 lb. each; 1/36893488147419103232 lb. each; 1/73786976294838206464 lb. each; 1/147573952589676412928 lb. each; 1/295147905179352825856 lb. each; 1/590295810358705651712 lb. each; 1/1180591620717411303424 lb. each; 1/2361183241434822606848 lb. each; 1/4722366482869645213696 lb. each; 1/9444732965739290427392 lb. each; 1/18889465931478580854784 lb. each; 1/37778931862957161709568 lb. each; 1/75557863725914323419136 lb. each; 1/151115727451828646838272 lb. each; 1/302231454903657293676544 lb. each; 1/604462909807314587353088 lb. each; 1/1208925819614629174706176 lb. each; 1/2417851639229258349412352 lb. each; 1/4835703278458516698824704 lb. each; 1/9671406556917033397649408 lb. each; 1/19342813113834066795298816 lb. each; 1/38685626227668133590597632 lb. each; 1/77371252455336267181195264 lb. each; 1/154742504910672534362390528 lb. each; 1/309485009821345068724781152 lb. each; 1/618970019642690137449562304 lb. each; 1/1237940039285380274899124608 lb. each; 1/2475880078570760549798249216 lb. each; 1/4951760157141521099596498432 lb. each; 1/9903520314283042199192996864 lb. each; 1/1980704062856608439838599328 lb. each; 1/3961408125713216879677198656 lb. each; 1/7922816251426433759354397312 lb. each; 1/15845632502852867518708794624 lb. each; 1/31691265005705735037417589248 lb. each; 1/63382530011411470074835178496 lb. each; 1/126765060022822940149670356992 lb. each; 1/253530120045645880299340713984 lb. each; 1/507060240091291760598681427968 lb. each; 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